

See WILKINSON, the Real Estate Man.

THE DAYTONA DAILY NEWS.

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Goes Everywhere and Reaches All Classes.

Daytona, Florida, Tuesday, January 31, 1905.

Best Advertising Medium in Daytona and Vicinity

Price 3 Cents

BINGHAM & THOMPSON A Number of Desirable Furnished Cottages offered for Rent. A Handsome Plagewood Residence for Sale REAL ESTATE AND INSURANCE

20 AND 50 MILE RECORDS BROKEN

Records Were Again Broken Today. Beach Slower Than Last Week but a Stiff Breeze Blowing. Many People Witness the Races.

Fletcher Covers 50 Miles in 38:51
Napier Driven 20 Miles in 15:23

TIME RACES TOMORROW A. M.

The last day of the regular races opened up clear and cooler with a 30 mile breeze blowing direct from the north which stiffened up until before the end of the races it was blowing at a 50 mile rate.

The beach was in rather poor condition, the red sand being more in evidence than during any day of the races, making the beach far slower than heretofore.

The excellent races yesterday brought out a larger number of sightseers today, but as the wind stiffened, the crowd thinned down and at the close of the races there were only a few hundreds in sight.

The first event was No. 6, fifty miles, for the Daytona handicap, in which there were 9 entries, as follows:

- No. 41. H. W. Fletcher, 80 h p, DeDietrich.
- No. 6. E. R. Thomas, 80 h p, Daimler, M. Roberts driver.
- No. 25. Wm. Wallace, 80 h p, Fiat.
- No. 8. B. M. Shanley, 90 h p, Daimler.
- No. 13. W. G. Brokaw, 60 h p, Renault.
- No. 30. W. Christie, 60 h p, Christie.
- No. 14. G. W. Vaughn, 40 h p, Renault.
- No. 36. R. E. Jarrige, 45 h p, DeDietrich.



No. 5. A. E. McDonald, 90 h p, Napier.

The course was laid from the club house south to the 10 mile post, the machines running back and forth until the 50 miles were covered, finishing ten miles south.

The machines started in the following order with handicaps given:

36, 8 minutes; 14, 7 minutes; 30, 5:20; 13, 5 minutes; 8, 4 minutes; 25, 3:30; 6, 1 minute; 41 and 5 scratch.

Controls of 2 minutes were made at each turning point, making the race virtually five 10 mile heats.

The first 10 miles, run north against the wind, was rather slow, the best time being made by car 5 in 7:44 1-5; the beach record of last year being 6:50 made by Vanderbilt.

At the 20 mile post Sartori was in the lead.

In the 30 mile run 21 gained and lead by 21 seconds, No. 36 second.

The Napier car had tire trouble and Wallace left the machine, not expecting to run. At the last second she was ready to start and calls were yelled for Wallace, who ran with all speed and jumped in while the car was being started by his mechanic-an. The last seen of him he was still trying to steer and fix his goggles. This race, although No. 13, was not a Jonah for Billie.

The Napier won in 15:23, second 11, time 15:34; third, 25, 15:36; fourth, 31, 16:01; last 8, 16:25.

Vanderbilt's record of last year was 17:02, so that every car beat the world's record, the Napier reducing the record 1:30.

The third race was the final of

given: 36, 2:15; 30, 2 min; 16, G. H. Flinn, 60 h p Daimler, 2 min; 8, 40; 25, Wm. Wallace, 90 h p Fiat, 40; 41, 10 and 5 at scratch.

The wind had stiffened by this time and good time was expected, 25 and 41 started together but Wallace easily jumped ahead of his competitor and beat him at the finish by nearly 3 seconds.

Sartori had some trouble with his car, when the signal was given was not ready to start, so had to drop out and the Napier did not finish in the race.

Car 36 won in 8:02 3-5; No. 11, second, 8:54.

The street sprinkler was at work today for the first time in many moons.

H. Arnold, of New York, who has been getting out programs of the races here is an expert at the business. He has rushed the latest and best information into his productions and racing officials were heard today complimenting the excellence of his work.

An Old Gag.

A new game to many people here is being worked by a set of sharpers who are in town. The plan is to have a cheap, but fine appearing small article of jewelry which is dropped and afterwards picked up either by the sharper or a confederate while someone is looking. This article the "finder" professes not to want and offers it for sale at a low figure.

Of course no owner ever claims the goods and in a few days the buyer discovers the truthfulness of the old adage "all is not gold that glitters," and is a sadder but wiser man.

Judge Shea Posed.

Some years ago Judge Shea, a New York lawyer, became chief justice of what was then the marine court and what is now known as the city court of New York. He went to England once and was registered at a hotel as "Chief Justice of the Marine Court, U. S. A." The lords of the admiralty and the judges of all the great British courts called upon him, put him up at their clubs, invited him to dinner and treated him with as much consideration as if the tribunal of which he was the head had been, as they supposed it to be, one of the great courts of the United States, instead of a purely city affair.

Judge Shea was never tired of recounting to his cronies here how he had been treated in England on that memorable trip.

Liquor and the Term "Proof."

What "proof" means as applied to the quality or the measurement of the strength of whisky is not understood by many people. As explained by a man who knows the correct use of the term it is simple enough. The standard of the United States revenue is a liquor half of which, by volume, is alcohol. This is 100 proof. If a whisky, then, is described as 90 proof it means that it contains 90 measures of water and 10 measures of alcohol. Whisky of 100 proof contains equal measures of each. Whisky of 120 proof contains 100 measures of water and 20 measures of alcohol.—Philadelphia Record.

event 5, the Ormond Derby for the C. J. S. Miller trophy, two heats of which were run yesterday.

In this event cars 5, 8 and 6 competed, the cars and drivers being the same as in the foregoing table.

The cars were started together and came to the line well together but all going very slowly. As they crossed the line No. 6 shot ahead and took the lead with the Napier a close second and 8 trying to get room way. As far as the eye could follow them they seemed close together and was the prettiest race started.

No. 5 won the heat and the event in 6:15, No. 6 second—this breaks the world's record last year of 6:50 and the new world's record made last Saturday by the same car when she made it in 6:31 4-5.

The English papers have been rather sceptical as regards the fast time made on the beach here, not only this year but during last year's races. It is to be wondered if they will accept the figures above when made by an Englishman driving an English made machine. Possibly even they will admit that the Daytona-Ormond beach is a speedy one.

The last regular race for this year's meet was event 29, a ten-mile handicap, between the following cars, the amount of handicap being

Cars 4 and 5 crossed the line in front of the grand stand a few seconds apart. As they slowed down for the control a collision was avoided but a few feet. The De Dietrich fell out at this point on account of a broken clutch and the car ran away with the driver, going fully a mile north to the club house. The Napier slipped a gear wheel and drove up into the soft sand. Wallace, with the bad luck which has been following him ran out of gasoline.

Forty miles showed Sartori still in the lead with car 8 next. Car 6 fell out on account of a tire.

The 50 miles were finished in front of the club house, Sartori winning the race and the cup in 10:20.

H. W. Fletcher in the 80 h. p. DeDietrich covered the 50 miles in 38:51 but did not win the race on account of the handicap. Vanderbilt's record was but 40:49 4-5.

Event 13, 20 miles, for the E. R. Thomas championship trophy, was the second race, in which there were 8 entries, the cars and numbers being the same as in the above table.

The cars were started one minute apart and ran south to the 10 mile post, where there was a two minute control, returning and finishing at the club house. Cars Nos. 8, 21, 25, 41 and 5 started in the order given.

For No. 4—A Ring which the owner can have by applying to the Mayor and paying charges.

It was announced from the judges' stand at the close of the races that the various trophies would be presented this afternoon.

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